Det. Bel Isle & Windsor Ferry Co

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 21. CLEVELAND, O., MAY 24, 1888. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

The yacht Wasp is on Smith's dry dock for a general overhauling.

The schooner Shawnee arrived with fore and main masts gone.

The steamer Specular is in dry dock for a new wheel.

Captain F. Wells Church, of the Sault river, is in the city. It is the purpose of Captain Church to find something to transport passengers in narrow waters.

W. A. Jones, a sailor on the barge Moravia, fell into the hold of the vessel Tuesday morning and crushed his skull. The dead man was married and leaves a family at Saulsbury, Ontario.

The river tug Sweepstakes, which arrived two or three days ago, succeeded in getting a tow. She took the schooners Henry C. Richards and Nassau. The latter she tows through the rivers and the former to Escanaba.

Captain Perew's new steamer the A. P. Wright built by Quayle's Sons, left for Buffalo Monday. The Wright is a handsome, well built boat and will reflect much credit upon her builders.

Messrs. S. F. Hodge, have received word from Mr. Tyler, engineer of the new steamer Gladstone, that the engines built by them for the boat are working very free and smooth and that he is much pleased with them in every particular.

The river tug Justice Field arrived at this port Tuesday for the first time this season. She appears here almost as a new boat. She has not only been thoroughly repaired, but has been given new boilers allowed to carry 110 pounds of steam and has had her engines compounded. The work was done at Detroit during the winter, and is estimated to have cost not far from $10,000.

Mr. C. Champness, boat builder, at 39 Main street, has built and contracted to build 16 yawl boats this season and has contracted to build a steam yacht to be used as a pleasure boat on Geauga lake. She will be 35 feet over all, 8 feet beam and will have an engine 5 by 6; she will cost when finished $900.

A telegram received here Monday said that the propeller Bulgaria, owned by James Corrigan of this city, was the first boat to work her way into Port Arthur, on the north shore of Lake Superior. A big fleet of boats bound for Port Arthur to load grain for Buffalo has been icebound there for several days. The Bulgaria got in ahead of the fleet.

Mr. Frank Baker, the founder of the *Marine Journal* formerly published at Cincinnati now at New York City, has been in the city durin the past week. The *Marine Journal* has, under the management of Mr. Baker, come to the front as a first class marine paper. The *Marine Journal* is a strong exponent of American shipping and should receive the endorsement and hearty support of all interested in American ships.

The new steel steamer E. P. Wilbur, left here for Buffalo last Sunday afternoon, where she will load coal for Duluth. As she came down the river she was the cynosure of all eyes, and as she proudly passed into the lake she was pronounced the finest looking ship ever seen on fresh water. She has very powerful engines, a large wheel and when her machinery becomes smoothed down will probably show her heels to some of the speedy craft.

We would call the attention of our readers to the fine marine pictures, by Mr. Renfrew Wilcox, the rising young marine artist. They are now on exhibition at Rider's art gallery. Mr. Wilcox is making rapid strides toward success as a marine painter and we can but congratulate him upon the splendid picture Flag Ship, which is a fine painting of the Wasp, the flag ship of the C. Y. A., and another marine picture which we consider much superior in art work than the first named.

According to the report of the bureau of navigation the tonnage of the following lake vessels, steam and sail, is: Schooner Lucinda, Port Huron, 27 34 gross, 26.14 net schooner Nellie B., Port Huron, 12.06 gross, 11.46 net; steamer Chas. A. Street, Chicago, 697.62 gross, 630.00 net; steamer Dan King, Sandusky, 99.39 gross 59.64 net; steamer E. M. Peck, Detroit, 1809.11 gross, 1572.34 net; E. P. Wilbur, Buffalo, 2633.44 gross 1902.76 net; steamer Lackawanna, Buffalo, 2015.71 gross and 1585.07 net.

Secretary Begges of the board of trade received a telegram from Houghton, Mich., which said: The citizens of this county request you to urge your delegation in congress to use their influence to induce the government to purchase Portage lake canal. The telegram was signed by Edward Ryan, chairman, and J. B. Sturgess, secretary, probably of a mass meeting held at Houghton. The request was presented to the board of trade. The citizens of Cleveland who are interested in the lake business realized the benefits that would result from governmental management of the canal at Portage, but it is agreed that there is little chance for anything being done with special legislation of this kind in congress this year.

As the steamer City of Detroit was pulling away from her dock last Monday, week, a young man named Charles Odell who had been on board bidding good-bye to friends, stepped upon the gang plank which had been partly hauled ashore dropped into the river. Mr. John O'Brien, an employee in the tug Charles Henry, hearing the cry of a man overboard went to the rescue and with the assistance of a very modist editor man soon fished the unfortunate gentleman out of the drink. Mr. O'Brien has quite a reputation as a life saver; not long ago he saved the life of another man who had been knocked overboard from the docks, and during his work along the river has pulled out quite a number who, but for the kindly assistance rendered might have found a watery grave.

Captain Frank D. Welcome, of the new steamer Pascal P. Pratt, has written, Thomas Quayle's Sons, about his first trip up the lakes, in this new craft. His voyage, as he reports it, was one of dangers and delays on account of ice and fog. But in regard to his new command he expresses himself as highly pleased. His first letter dated, at the Soo, says that the new boat is working splendid—could not be better. She is simply immense; steers like a yacht, and I think can be made to run twelve miles per hour when everything gets worked down smooth." In his report from Duluth he says: "I am delighted with my boat. She is a perfect steamboat. I logged her last night. She made 10½ miles per hour making 75 turns on 100 pounds of steam, cutting off less than quarter stroke. She is very easy on fuel. I will be able to tell more about it when I get down. The water in the canal is very low. I was drawing 14½ feet aft and 14 feet 4 forward when I got to the lake. The machinery is working very good and all is well."

Mr. Simon Langell's last launch, the schooner Arenac, arrived here Monday. She bears up Mr. Langell's reputation in every respect and is owned by Woods, Pack & Co., the well known lumber manufacturers and dealers, and by them will be sailed in the line or as a tow of the steamers Oscoda and Kalkaska, belonging to the same company. Measurements of the Arenac are as follows: Keel, 180 feet; over all 187 feet; beam, 32 feet, 8 inches; average hold, 13 feet. She cost $35,000 and has a carrying capacity of 825,000 feet of lumber on a draft of 12½ feet. She has three spars and complete set of fore and aft sails. Steam power for convenience of unloading, handling anchors, chains, etc. She has a Providence windlass and small engine forward for handling the anchors, chains, etc., and one aft for hoisting, etc. She has steel arches on each side 12 inches by one inch in thickness. She is sailed by Captain Stephen Rose, who began his career as master on the lakes in 1867. From that date to 1871 he was in the scow St. Stephen; in the schooner Courtland from 1872 to 1873; in the steambarge May Mills nine years, and in the Don M. Dickinson five years. He sailed the schooner Ogarita last year. Mr. Charles Nelson goes in the Arenac as mate and Mr. S. Murray as steward.

Captain D. P. Dobbins, superintendent of the 9th Life Saving district, visited the station at this port for the purpose of examining into the condition of the building and making plans for either extensive repairs or an entire new station. Among the contemplated improvements will be an enclosed stand for lookout, which will be heartily appreciated by the men who heretofore have stood watch spring and fall with nothing to shelter them from the elements. Superintendent Dobbins is ever on the lookout to provide for his keepers and surfmen. Since he has interested and associated himself with the service he has conceived and developed numerous plans and devices for the efficiency of the service. The Dobbins self-righting and bailing life boat is among his most practical inventions, and today stands the peer of all boats for rescuing life by means of boat service. He greatly deplores the condition of things which causes his men to leave year after year because the salaries are insufficient to keep a surfman from the laying up of the station in the fall until the opening of the same in the spring, and has suggested to the general superintendent and others the advisability of raising the rate of wages sufficient to equal what now comes out of surfmen's pay for board and uniforms. We earnestly hope that his laudable suggestion may meet the approval of Superintendent Kimball and that these workers for good, not their own, may receive a just remuneration for their services.

At the Cleveland Dry Dock the steamer Specular has had a new wheel furnished by the Cleveland Ship Building Co. The Magnetic is now in dock having leaks repaired, and the schooner Shawnee will follow her for a new spar which she lost on her way down this season.

The new steamer Lackawana will be ready for sea by Tuesday or Wednesday of next week.

Yesterday three boys left Rocky River with a skiff, and not being able to manage it, they drifted into a cove, where they went ashore. Word was turned in at the life saving station, and Captain Goodwin sent out two men to find the yongsters. After a pull of some miles the boys were found and turned over to their parents.

Meteorological summary for the week ending May 23, 1888:

Mean actual barometer	30 07
Mean temperature	54.1
Mean humidity	61.7
Total precipitation	.15
Prevailing direction of wind	S. E.
Total wind movement	1186
Av. cloudiness	5.7
Av. state of weather	Fair.
Max. temperature, highest	76 5
Min temperature, lowest	34.2

W. H. HAMMON, Sergt. Signal Corps, U. S. A.

KINGSTON.

The schooner Jessie Breck will load iron ore for Cleveland.

Alderman Gildersleeve has purchased the Garner wharf at Picton, and will erect warehouses and offices. In future the Hero will call there.

The M. T. Co. are having an electric ligh erected on their wharf, for the guidance of vessels of any kind heading for there.

A raft in tow of the tug Hiram A. Calvin narrowly escaped coming to grief last Friday. The tow line broke when the raft was just below Ogden's Island, but the men on board vigorously plied the oars, and brought it safely down the channel north of Doran's Island, at the foot of which the steamer was in waiting, having taken a circle around, The tow line was again made secure—*News*.

CHEBOYGAN.

The wrecking tug Leviathan succeeded in releasing the propeller Cleveland, loaded with coal, which went ashore at Hammonds bay. Her bottom is badly damaged, but by working the Cleveland pumps constantly the Leviathan was able to tow her to Duncan City, where she will be towed to Port Huron by the Leviathan. A large part of her cargo was jettisoned.

CHICAGO.

Special to the Marine Record.

The difficulty at Muskegon between the the steambarge owners and the lumber loaders' union, arising from the latter trying to obtain $5 per day, has been settled and Monday last the union men commenced working at $4 per day and will continue doing so as long as freights are under $1.75, wages to be raised as the freights go up, which we hope they will soon do.

At the Chicago Dry Dock company the schooners Ford River, Vermont and Ostrich were in dock for calking, the schooner Mary D. Ayer to have a leak stopped, the schooner Mystic for repairs and calking, the tug Earnshaw for a new wheel and shoe, the schooner Jennie Mathews is receiving new topmast and hatch combings and having her decks calked, the schooner Jura receiving new deck and ports and general repairs, the schooner Lillie Pratt is receiving repairs,

James Mowatt, superintendent of the Chicago Dry Dock company, has returned from an extended journey east and looks and feels all the better for his holiday.

Ole Wathne, a Norwegian sailor, who was one of the crew of the schooner Green Bay all last season, went on a visit to Norway last fall and returned a few days ago to join his ship again. He brought with him a very fine goat skin jacket as a present for Captain J. E. Callaway, who prizes very highly the generous gift. All the same men comprise the crew of the Green Bay that were shipmates last season on her.

The Goodrich Steamboat company's steamers have undergone all necessary repairs and embelishments and are running on the r several routes; a large amount of freight is being carried. The passenger business has been sparse in consequence of the continued cold weather; but as the sun gets higher and warmer they will soon have lots of passenger traffic to attend to.

The new steambarge Charles A. Street in command of Captain John Lang, who with Davison & Holmes, the well known vessel agents own her, arrived Wednesday morning at 6,30 with 550,000 feet of green lumber from Muskegon. She was built by the Grand Haven Ship Building company and is a very handsome, strong, well built steambarge. Her length over all is 175 feet, length of keel 102 feet, breadth of beam 31½ feet, depth of hold 12 feet She has a fore and aft compound engine 20 by 36 and 36 by 36 built by Wilson & Hendry, Montague Iron works, Montague, Mich., and a Scotch boiler 11 by 11½ by Johnson Brothers, of Ferrysburg, Mich. Harry Robinson is chief engineer. She is chartered to carry iron ore from Escanaba to St. Joseph.

The steamship Tioga, Captain John Byrne, of the Union line, arrived here from Buffalo with about 1,000 tons of merchandise at 8:10 a. m., Wednesday, May 23, having made the run in 63 hours and 40 minutes, the fastest time ever made by water between the two ports. She left Buffalo piers at 5:30 p. m. on the 20th, passed the Lime Kilns at 10:30 a. m. on the 21st, Detroit at 11:50 a. m., Fort Gratiot 5:20 p. m., Mackinaw at 10:35 a. m. on the 22nd, arriving at Chicago as above stated. Captain Byrne and Engineer George Mayberry are very proud of this great achievement of the Tioga.

Complaints are very general against the Wisconsin Central railroad bridge near 12th street being used as a switch yard, thereby delaying many vessels for from 20 to 40 minutes at a time; the city authorities delay the vessels more than necessary, it is therefore unjust for railroad companies to make matters worse.

The new steamship Hudson, Captain Robert Jones, of the Western Transit company's line, arrived here at 10:20 a. m. Wednesday May 23rd, with a cargo of merchandise from Buffalo. She left Buffalo on the 20th, about 40 minutes ahead of the Tioga, thus making excellent time when the newness of her machinery is taken into consideration.

The new passenger and freight steamer Mark B. Covell, Captain H. Sanders, arrived Wednesday at 11 a. m. from White Lake with 250,000 feet of lumber, her first cargo. She was built by Burger & Burger, Manitowoc, and is an elegant and comfortable boat. Her dimensions are 125 feet keel, 127 feet over all, 27 feet beam, 9½ feet hold, and is licensed and has accommodation for 45 passengers. She has a high pressure engine 24 by 26, built by H. Bloecker & Co, Grand Haven, and boiler 8 by 14 built by Johnson Brothers, Ferrysburg. She is owned by the White Lake Transportation Co., and will make tri-weekly trips between White Lake and Chicago.

The Lake Michigan and Lake Superior Co.'s steamer Jay Gould, left the Union Drydock Co.'s shipyard at Buffalo, Friday last after receiving $30,000 worth of repairs and additions which converts her into a passenger as well as freight steamer with accommodation for 100 passengers. She goes to Tawas to load salt for this port and will run between Chicago and Duluth, in command of Captain Donald McLean.

The schooner A. P. Nichols, Captain Clow, went ashore near Detour entrance of the Sault river, Sunday, S. B. Grummond's fine wrecking tug Leviathan went to her assistance Monday and found her scuttled and full of water. The water was soon pumped out and she was hauled off the beach. She received very little damage and is loading cedar for Chicago.

The steamship Walter L. Frost went out of one of Miller Bros. drydocks last Thursday after receiving a new wheel, and started to take on a cargo of grain. When winding in the Union slip she collided with a dock and injured her stem so badly that she had to return and be docked again.

Manager Henry of the Lehigh Valley Transportation Co. telegraphed his agents, Beckwith & Fleming, Friday that he would be in Chicago May 24. The object of his visit is to better the Lehigh Valley facilities here for handling freight, the present arrangements not being entirely satisfactory.

The steambarge Ogemaw with her consort the Maxwell, Tilden, and Agues, arrived Saturday with very large cargoes of lumber from Oscoda.

The new steamship Germanic arrived here for the first time on Monday, with her consort the Mary Woolson. The Germanic went to South Chicago to unload her cargo of salt from Bay City, and the Woolson went up the river to unload 800,000 feet of dry lumber from Oscoda. The Germanic is a large carrier and will prove a good money making boat. The Woolson was much admired and vessel men considered her one of the finest sail vessels ever seen here.

WILLIAMS.

OGDENSBURG.

The steam barge Belle Wilson, Captain George Mc Gregor, has had a compound engine placed in her.

The steamer Sylvan Stream will make two trips per week from Rochester to the Thousand Islands. She is commanded by Captain James Estey.

Captain C. Hinkley, sr., of Cape Vincent, is authority for the statement that in 1848 ice in Lake Ontario and the St. Lawrence river prevented vessels from running until June 3.

About the first, if not the first grainladen boat through the Welland canal, this season was the propeller Ohio, which reached this port Friday, with 39,325 bushels of corn for E. A. Hurlburt, of this city.

Preparations are making at the St. Lawrence marine railway to take out and put together the C. P. R. new steel steamer recently launched on the Clyde, and which will have to be brought up the St. Lawrence in two parts.

The through boats of the Richelieu Line will commence their trips between Montreal and Toronto on the 4th of June. They have all been overhauled and repaired and will render the traveling public better service than ever.

A new line of transportation steamers will be put up on Lake Champlain this season, to ply between Whitehall and St. Johns. The first boat will be 112 feet long, 22 feet beam and 9 feet depth, and will start June 1. The boat is being made by Neafie &. Levy of of Philadelphia, and will cost $32,000. August 1 another of the same dimensions and built by the same firm will be ready. — Ogdensburg News, which, by the way, is one of the newsiest papers that ever comes to our table.

PILOT ISLAND.

The steam pump has been taken from the schooner Blazing Star, on Pilot Island. The vessel appears to be in about the same condition she was last fall, except that her sails and running gear were whipped to pieces by the gales of the winter; her martingale stays are carried away and some loose property has been "lighted" by beachcombers. The wrecked schooner Foster, which lies two miles from the Blazing Star, is also in good condition. The schooner Riverside, also ashore on Pilot island is apprrently sound, but her bowsprit was carried away by ice during the winter. The tug Nelse recovered the anchor and chains of the schooner Pewaukee from the bottom in the same vicinity.

LITTLE RECORDS.

The water at East Tawas is two feet lower than it was last year.

The schooner Emeu, ashore on Port Austin reef has been given up as a total loss.

Detroit and Toledo vessel men are fighting the Detroit-river bridge's scheme, and say they will not give u until it is beaten.

The propeller Clinton, which was owned last year by Jas. Norris, of St. Catharines, is now owned by the Mathews line.

On or about May 10 the third order fixed white light at Skillagalee light station, Lake Michigan, will be discontinued, and during the rebuilding of the tower a fixed white light will be shown from a lens lantern suspended from a mas forty-five feet above the level of the lake.

Captain John Redford, owner and commander of the tug Eliza J. Redford, died at Oswego Thursday night. Captain Redford was a general favorite and was well known along the line of the lakes.

Tuesday evening there arrived in Tolodo two Michigan capatalists, well known as vessel owners, with a view of locating an immense shipyard at that port. The gentlemen, in conjunction with S. C. Reynolds, A. W. Colton, and others interested in East Side real estate, have been investigating the matter, and the result is there will be in all probability a ship-yard erected.

The steamer Glarion, aground on Fighting Island, was released at 6 o'clock Thursday night. It was necessary to lighter her of half of her cargo before she was floated, and she at once began reloading her cargo. Damages slight.

The tug Leviathan left Cheyboygan Thursday at noon with pumps, hawsers, and a force of men to the steambarge Cleveland, stranded and full of water at Hammond's Bay. Her consorts struck the beach but afterward released themselves. All are bound up the lake with coal.

The schooner Fleetwing, loaded with coal from Clay Island to Toronto, went ashore just east of the Port Colborn piers during the fog. The tugs Rooth and Mary went to her assistance. They have started to lighter her and if the wind keeps favorable it is expected she will get off without much damage.

The officers in New York of the Kingston and Pembroke Iron Mining Company were informed last week that the first cargo of ore since the re-opening of navigation had been shipped. The letter contained the more gratifying intelligence that the shipment was to one of the largest consumers of iron ore at Pittsburg who promises to take the entire product of the principal mine if the consignment should prove to be satisfactory. Ores low in phosphorus are in constant demand.

The Junita was engaged last week putting down bouys for the American government between Clayton and Ogdensburge.

The Puritan has been fitted as a barge with one mast, and acts as consort to the Resolute. Both vessels will transport about 600,000 feet of lumber across the lake each trip.

The Monrreal Transportation company has launched from its yard at Kingston, a schooner-rigged barge for lake service, called the Kildonan. She will carry 40,000 bushels of wheat and trade between Duluth and Kingston. The keel will be laid for a 70,000 bushel barge.

ACTION OF VESSEL OWNERS.

A meeting of the Cleveland Vessel Owners' Association was held Friday in the office of Mr. M. A. Bradley. Two or three important matters came up for consideration. The first was a discussion of wages, which had been brought forward at a previous meeting. On this matter a few slight reductions were agreed to which will be promulgated a little later. A second matter of importance was better custom-house accommodations. On account of a deficiency in the government appropriation the forces at the costum-house were cut down so that the office on the river has not been opened this year. And besides this there was evident indisposition on the part of those in charge of the up-town office to meet vessel men in proper spirit of justice and endeavor to bridge over this unfortunate condition of things by any change or increase of office hours. Captains Thomas Fitzpatrick and C. E. Benham were made a committee to call upon Collector W. J. McKinney and see whether or not some better arrangement could not be made.

A third matter of importance presented to the meeting was a series of resolutions adopted by gentlemen representing the marine interests of the city of Detroit. These were commented upon favorably, especially two or three sections in which read as follows:

"Resolved. It answers nothing for the advocates of this scheme (who are acting outside of and independent of any railroad corporation, and in this movement are a band of speculators and bridge contractors) to say that at other points the channel is narrower than the Detroit river, the narrow points alluded to are natural ones, and a wise policy of our government is making them wider and deeper, while these speculators are importuning your honorable body for authority to create artificial obstructions, which will, if granted, prove far more serious than these now being removed.

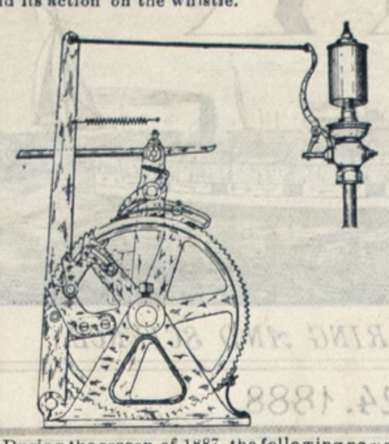
That there are local objections which, although appearing insignificent, co pared with the great national interest involved, we cannot refrain from mentioning, viz,: a bridge at this point means unquestionably an ice blokade in front of Detroit; an ice blockade means the inundation of the entire river front of the city, a set-back and choking its costly sewer system, and a consequent flooding of cellers in the business portion of the city, which means the damage and destruction annually of millions of property, and will work a permanent blight to the prosperity of this thriving city.

A cut 30 feet wide and 16 feet deep has been finished from the inside black can to the river channel near Presque Isle. It is straight on the inside crib range and is the first section of the Straight Channel finished. The tug American Eagle, Captain Henry Crandall was the first craft to go through this cut.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all our sailor men, and all know that the regulations require that, during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine, and its action on the whistle.



During the season of 1887, the following named steamships, thirty in number, were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers:

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

Northwestern Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hackett, Forest City.

Cleveland Transportation Co., Cleveland O.—Steamers Sparta, Havana, Vienna, Townsend.

Bradley Transportation Co., Cleveland, O.—Steamers City of Cleveland, Henry Ghisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Rauney.

H. H. Brown, Cleveland, O.—Steamers Smith Moore, Chas. J. Sheffield.

Owen Line, Chicago, Ill.—Steamer Ira H. Owen.

Cambria, Outhwaite, Samuel Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain; that is, if it is necessary that a signal shall be given to a passing steamer, or for any other purpose, the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master.

Following is the report presented by the committee:

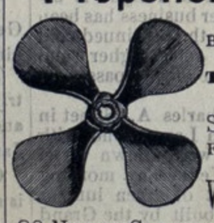
To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON, } Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

Propeller Wheels.



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Special Sunday Trips
BETWEEN CLEVELAND AND DETROIT DURING SUMMER MONTHS.
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Travelers' Information Bureau,
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Where may be found a full line of Ocean tickets.

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STM'R ATLANTIC,
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LEAVES CLEVELAND EVERY FRIDAY AT 8 P. M., CITY TIME,
For Mackinaw, St. Ignace, Cheboygan, Alpena, Oscoda, and way ports. For passage or freight apply to ANDERSON & CO., Agents, Dock ft. of Superior-st.
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Sole agent for Cleveland for the Giant Red Valve.
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Telephone 77.

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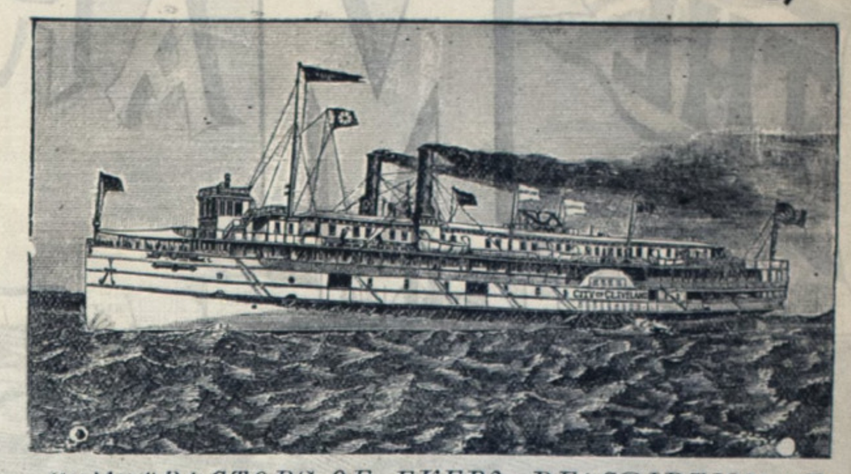

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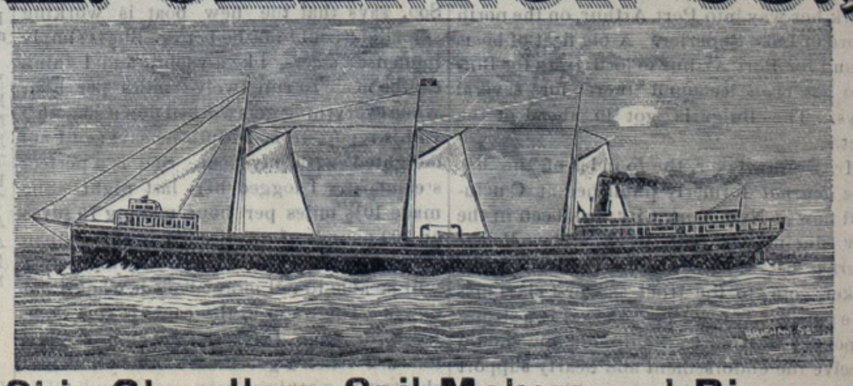

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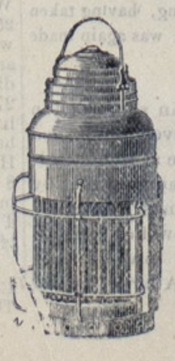

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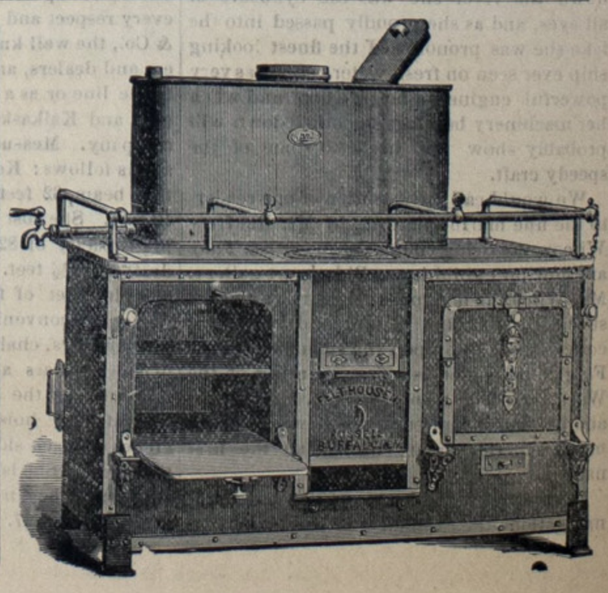

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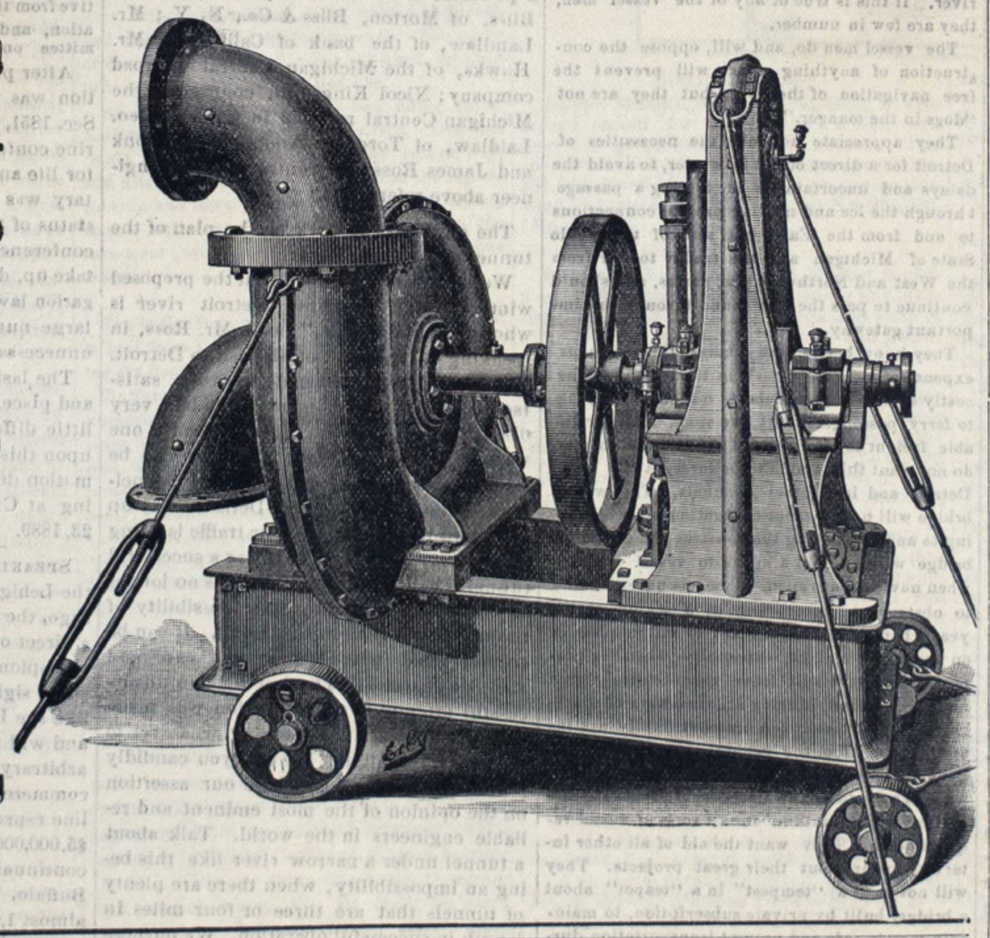

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CLEVELAND, O., THURSDAY, MAY 24.

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MARINE RECORD—OFFICIAL PAPER.

LOCAL VESSEL TAXATION.

It is often wise to protest: A. J Winslow, who lived in New York State, was the owner of five schooners and three steambarges which were registered at Cleveland. The Cleveland board of equalization attempted in 1881 to collect taxes on Mr. Winslow's vessel property. Mr. Winslow secured a temporary injunction in the United States court. The case has been in court ever since, and on the 17th the court decided in favor of Mr. Winslow, and the injunction was made perpetual.—*Cleveland Dispatch.*

At diverse times we have taken occasion to write on the above subject, local taxation of vessels. A bill was introduced in the California senate some years ago which had received the sanction and support of California shipping men in regard to this matter; the principles of which were that ships engaged in the foreign carrying trade and owned entirely within the state should not, for purposes of taxation, be included in the personal estate of things to be taxed; but that the net income of such vessel or vessels shall be taxed to the owners thereof in their places of insurance, according to their several interests therein, and that their net earnings shall constitute the valuation upon which the vessels shall be taxed. Within the last few years some of the states have adopted laws similar to the above, and the movements on foot, as seen by the above, in Ohio and Illinois are bearing fruit. The known ignorance of assessors regarding the value of vessel property leads them into many unjust and grevious blunders of rating vessels for taxation, one of which is the custom of referring to Lloyd's insurance register for valuation. While we have had numerous questions regarding the value of a vessel, the querist has always been referred to the owner under the belief that he, being the one most interested, should be the one to whom application regarding value should be addressed. This insurance rule regarding value is approximate, simply for purposes of insurance, and represents the limit that a vessel may be insured for.

It will then be seen that by the old method of local taxation the ship owner may be mulcted of what his perishable vessel property is worth and his investment goes for nothing.

The theory has been advanced that every man in the community must pay his quota to pay for the protection and support which the local government gives him and his vessel property and he should not be exempt from paying his share. This is true only when local authorities give that protection to vessel property that they do to the man or to landed property. The vessel is protected by the national government only and she may never be even once in the port in which her owner resides.

What does this ship owe to local authorities? It may be said that they protect the property of the owners and thus indirectly protect the vessel. Well, if that is the case, then let only that amount of the interest which the owner receives from the vessel within the jurisdiction of the local government be taxed which we may now say is the freight rate. What does this ship owe to local authorities? If any tax is placed upon our shipping it should be by the national government, for the government gives all the protection that our ships receive. This is a question that will bear much comment, but we will defer it to a future article and revert to the local tax question again.

The earning only, and not the value of the vessel, should be assessed for local taxation. The stand recently taken by the Chicago shipowners in regard to this matter should be based on the laws of 1778, governing the territory of the United States northwest of the Ohio river. The fourth clause of which provides that the navigable waters leading into the Mississippi river and the St. Lawrence, and the carrying places between them shall be common highways and forever free, as well to the inhabitants of said territory as to the citizens of the United States, and those of any other states that may be admitted into our confederacy without any tax or imports.

The power invoked by the ordinance of 1883 is claimed to be exercised by virtue of a city charter obtained from the state and the acts of the general assembly of the states; but it is insisted that no such power has been delegated to the city or its common council to pass or enforce the ordinance, but if it shall be held by those interested that the council of Cleveland has this power over the taxation of vessels trading to the port of Cleveland, it will then be time enough to defeat them.

We congratulate Mr. Winslow on the outcome of his suit.

THE PROPOSED DETROIT RIVER BRIDGE.

In another column will be found a letter from General O. M. Poe to the chief of engineers, U. S. A., which very clearly defines cost of transportation of grain, ore, lumber, coal and merchandise by water, and a comparison with rail traffic per per ton per mile. Everything is comparative, and to this letter we refer the attention of our readers. In the meantime we desire to ask attention to the following extract from the Detroit Free Press, over the signature of W. K. Muir.

To the Editor of the Detroit Free Press:

Will you allow me space in your columns for a few suggestions relative to the proposed winter bridge across the Detroit River?

We are told all of things about the vessel men objecting to any kind of a bridge across the river. If this is true of any of the vessel men, they are few in number.

The vessel men do, and will, oppose the construction of anything which will prevent the free navigation of the river, but they are not "dogs in the manger."

They appreciate not only the necessities of Detroit for a direct outlet in winter, to avoid the delays and uncertainties of forcing a passage through the ice and making prompt connections to and from the East, but also of the whole State of Michigan and the traffic to and from the West and Northwest that passes, and should continue to pass the year round through this important gateway.

They know better than others of the enormous expense of working vessels in the ice and of the costly and vexatious delays, not only in trying to ferry passengers, but live stock and perishable freight to and fro. The vessel men here do not want this traffic to be forced away from Detroit and into other channels. The winter bridge will not obstruct navigation, and objecting to and preventing the construction of such a bridge will not add a speck to vessel tonnage when navigation is open. It seems unreasonable to obstruct transportation at a season of the year when vessel men are at rest and helpless in an ounce of freight, especially when the proposed structure will leave them entirely free and unimpeded, during all the season of navigation. The vessel men are continually asking and getting from the general government millions of money to improve and deepen their water-ways—to make harbors of creeks!—and getting appropriations for all sorts of vessel requirements. They want the aid of all other interests to carry out their great projects. They will not raise a "tempest" in a "teapot" about a bridge, built by private subscription, to maintain merely safe and prompt transportation during the winter, when such an immense and important section of the country is so seriously affected, and when such a bridge is proposed to be built as will present no unreasonable impediment even to rafts in passing through.

If the openings will be fixed during the season, the piers lighted and all necessary requirements met that the navigation interests can fairly want benefit.

The tonnage passing through the lakes is now carried 85 4-5 per cent. in steam and tow barges, and only 14 1-5 per cent. in sail.

It can hardly be possible that any vessel man, on mature deliberation, will object to such a bridge, with such fixed openings, being constructed for winter use. They do not want to isolate Detroit and force its valuble traffic away into other channels and make Detroit only a place for summer business (but if necessary objections continue to be raised to such enterprises there may be in time but very little even of that in the city). Let us keep pace with the times and other cities.

We are informed from a reliable source that W. K. Muir, is the ex-superintendent of the Canadian railroad, and has been on the Grand Haven and Milwaukee railroad and as an official railroad man, his interests are entirely with railroad traffic. While Mr. Muir still owns an interest in the Star line of steamers his money interest is with the railroads. Other names are mentioned in the above extract, among which is Mr. James McMillen, president of the Mackinac railroad, one of the directors of the Milwaukee & Grand Haven road, and it is safe to say that all of the men who have asked for this bridge are connected in some official way with railroads.

While an immense pressure has been brought to bear in favor of this winter bridge, we are pleased to say that the chances for the construction of the bridge are poor. Hon. R. C. Parsons writes from Washington that it is quite certain that the measure relative to its construction will be laid over until next winter, when it is hoped it can be defeated entirely. In the meantime a project will be entertained to tunnel the river. This latter will be a common sense mode of procedure and will carry with it the best wishes of the entire country. The Detroit river is one of the keys to lake navigation, and as we have referred to the letter of O. M. Poe regarding the traffic through the Sault it would not be amiss to say that at least three fold more tonnage passes the Detroit river. It will be seen, then, that it would be an irreparable misfortune to navigation if the government should give permission to a railroad corporation to place obstructions in this grand river, the highway of all the commerce between the great west and the seaboard.

Since writing the above it has transpired that three eminent engineers have examined the proposed site for a winter bridge and unite in considering it impracticable. One of this trio is James Ross, of Sherbrooke, of Quebec, Canada, a contractor and engineer of great renown in connection with the building of railroads and bridges and boring tunnels. Mr. Ross, played an important part in the building of the Canadian Pacific railroad, says the Detroit Free Press; Mr. Baker, of London, England, who is known as the engineer of the great Firth bridge, now in process of construction in Scotland, probably the largest bridge in the world, and Mr. Nicol Kingsmill, counsel for the Michigan Central railroad. These gentlemen have declared themselves that the project of a tunnel is feasible and their wisdom is backed by a large amount of capital and work will soon be commenced.

A syndicate, known as the Michigan and Canada Tunnel Co., representing in round numbers $100,000,000, has been formed in Canada, and properly qualified for transacting business under the laws of Michigan. This syndicate is composed of D. O. Mills, a powerful New York capitalist; George Bliss, of Morton, Bliss & Co., N. Y.; Mr. Landlaw, of the bank of California; Mr. Hawks, of the Michigan Central railroad company; Nicol Kingsmill, counsel for the Michigan Central railroad in Canada; Geo. Laidlaw, of Toronto; Andrew Onderdonk and James Ross, the contractor and engineer above referred to.

The engineers at work on the plan of the tunnel report as follows:

We are entirely satisfied that the proposed winter bridge over the Detroit river is wholly impracticable," said Mr. Ross, in speaking of the object of his visit to Detroit. "It could never be made to work satisfactorily and would turn out to be a very disastrous experiment. There is only one way by which the river problem can be satisfactorily solved, and that is by tunneling. Unless the people at Detroit wake up in regard to the matter, your traffic is going to be diverted to Sarnia, where a successful tunnel is being perfected. There is no longer any question regarding the possibility of tunneling the river at this point. It can be accomplished with comparative ease and complete success. The fact that an unsuccessful attempt in that direction was made several years ago has nothing whatever to do with the matter. We tell you candidly that it can be done and base our assertion on the opinion of the most eminent and reliable engineers in the world. Talk about a tunnel under a narrow river like this being an impossibility, when there are plenty of tunnels that are three or four miles in length in successful operation. We purpose to convince the citizens of Detroit that the proposed tunnel is anything but an impossibility. The Michigan Central railroad is fully awake to the advantages of the tunneling project, and it will be put through you can depend upon the truth of the statement."

The bridge scheme then resolves itself and in the interest of navigation we hope that all will be satisfied.

The first vessel to enter Chequamegon Bay this season was the steamer City of Fremont, which arrived at nine o'clock Friday after an uneventful trip, encountering but little ice. She left Duluth at three o'clock.

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A. W. COLTON, - - - - - - Toledo, O.
JAMES W. MILLEN, *Vice President*, - Detroit, Mich.
EBER WARD, - - - - - - - Detroit, Mich.
JAMES DAVIDSON, - - - - - Bay City, Mich.
JOS AUSTRIAN, - - - - - - Chicago, Ill.
W. M. EGAN, - - - - - - - Chicago, Ill.
IRA H. OWEN, *Vice President*, - - Chicago, Ill.
R. P. FITZGERALD, - - - - - Milwaukee, Wis.
DAVID VANCE, - - - - - - Milwaukee, Wis.
ALEX MCDOUGALL, - - - - Duluth, Minn.
HARRY MURPHY, *Secretary*, - - Buffalo, N. Y.
JAS. CAREY EVANS, *Treasurer*, - Buffalo, N. Y.

MARINE RECORD—OFFICIAL PAPER.

GOOD WORK IN THE INTEREST OF LAKE MARINE.

A meeting of the board of managers of the Lake Carriers' Association was held at Buffalo on the 15th inst. at 2:30 p. m.

The proposal to construct a bridge over Detroit river being the first subject mentioned in the notice of the meeting, was first taken up for discussion. The managers present were unanimously of the opinion that the erection of a bridge across Detroit river would be disastrous to the commerce of the great lakes, and strong resolutions were adopted opposing the project.

House bills 7760, entitled "A bill to regulate lake shipping", and 8856 entitled, "A bill to prevent steam and sail vessels being overloaded, and for other purposes", were taken up and considered together. Several letters were read from out of town managers, condemning these bills, and after thorough discussion of them by the managers present the following resolutions were unanimously adopted:

Whereas, House Bill 7760, entitled, "A Bill to Regulate Lake Shipping," and compelling certain Lake craft to, among other unjust and unreasonable things, employ, carry, feed, and pay a number of men for whom there could not possibly be found use or employment aboard, has been in the House of representatives; and

Whereas, House Bill 8856, entitled, "A Bill to Prevent Steam and Sail Vessels being overloaded. and for other purposes," and providing for the establishment of a load-line for vessels, according to a fixed rule, has also been introduced in the House of Representatives at the at the present session of Congress;

Resolved, That the Lake Carriers Association regards these bills as a species of class legislation of a dangerous and objectionable type, and believes that such measures are entirely unnecessary and uncalled for;

Resolved, That Congress be urged to, instead of passing these bills, appoint a special subcommitee of experts to examine the whole code of navigation laws. and suggest such revision of said laws as may seem to them necessary:

Resolved, That certified copies of these resolutions be sent to the Senators and Representative from the districts represented by this Association, and to each member of the House Committee on Merchant Marine and Fisheries.

After passing the above resolutions attention was called to Mr. Frye's senate bill Sec. 1851, providing for "an internrtional marine conference for securing greater safety for life and property at sea," and the secretary was directed to ascertain the present status of the bill. It was thought that the conference provided for in this bill could take up, discuss and revise the general navigation laws, and thus render action upon a large number of bills now before congress unnecessary.

The last subject discussed was the time and place for the next annual meeting. Very little difference of opinion was expressed upon this point and accordingly it was on motion decided to hold the next annual meeting at Cleveland, on Wednesday January 23, 1889.

SPEAKING of the proposed withdrawal of the Lehigh lines of freight carriers from Chicago, the Inter-Ocean says: "The matter is a direct outcome of the suicidal policy of the champions of the Landon ordinance and like short sighted measures. Big corporations like the Lehigh Transportation Co. can not and will not put up with the manifold and arbitrary restrictions such as are imposed on commerce at this port. The Lehigh Valley line represents an invested capital of nearly $5,000,000, has eight large freight steamships continually running between Chicago and Buffalo, and directly and indirectly feeds almost 1,000 mouths in this city. It is to be hoped that the company will not act hastily in the matter. The Landon effort is not a law, and its promoters may yet see the folly of forcing it into operation." The Lehigh line has been running its vessels to Duluth at different times for some years, and last fall had four or five in the flour and package freight trade here. Manager Henry, of the line, was in Duluth a short time ago and should any change be made from Chicago, as now seems probable, it will undoubtedly be to this city. It is asserted that beyond a doubt the Lehigh line will withdraw at least half of the fleet, and as soon as its business is cleared up, and existing contracts filled, would take off all the boats. The company has arrived at the conclusion that the game is not worth the powder, and that a more hospitable port can be secured for its western terminus. Should Duluth secure the line it will prove a good thing for its lake business.

[Around the Lakes Continued from 1st Page.]

MILWAUKEE.

Special to the Marine Record.

Marine news is not very plentiful just now. The Dunham T. & W. Co., of Chicago, have made a contract to raise the schooner Mongaugon for something less than $2,500, and have had their large centrifugal pump at work pumping out her coal cargo. About 100 tons have been taken out and she will probably be in the dock by next week.

The fine propeller Owego while here was very generally admired, but marine men who have seen her condemn her as being too large for our shallow harbors and narrow channels. In the opinion of many well informed marine men the Tioga and Jewett are about as large boats as can be run with profit on these lakes, and I think they are large enough.

Messrs. Bonner & McCoy have purchased the tug A. W. Lawrence of Green Bay and will use her in their sand business and for general towing. The price is said to have been $4,500.

Milwaukee is fast getting to be a great coal receiving and shipping port, we having received an average of 22,000 tons a week since the opening of navigation.

The steambarge C. J. Kershaw was the first of the season to make a round trip between Buffalo and here.

The new barge Thomas Davidson left Friday on her maiden trip, her captain having disregarded the superstition as to starting of that day. May he have a successful year. [So say we all of us.—Ed.]

The tug Hagerman went into dock for a new Sheriff's wheel.

The F. & P. M., No. 2, received a new Sheriff's wheel last week.

The F. & P. M. R. R. Co. are getting ready to build their new freight house and depot on the site recently purchased by them. From all accounts it will be quite a handsome building.

The Evening Wisconsin says: Coal shortages are getting to be a common thing of late and vessel men say if a reform does not take place pretty soon they will take steps to protect themselves from loss on this score. The Melvin S. Bacon, which finished unloading a cargo of coal at the gas company's dock on Saturday, was 165 tons short. Captain Pelton claims that the draught of his vessel showed that he had on board all the coal called for in his bill of lading and refused to settle his freight account. He says he will take the matter to the courts if necessary. The schooner Erastus Corning, which unloaded at Plankinton & Co.'s dock, was 65 tons short. Other shortages of lesser magnitude have been reported.

John McCoy and James Bannen have purchased the tug A.W. Lawrence, of Sturgeon Bay, and will run her as an opposition boat at this port.

When the captain of the tow barge Donaldson, which arrived at Milwaukee on Friday, went aboard his craft Friday evening, he found his crew all gone, bag and baggage. They were nonunion men, but they returned to the Donaldson and told a doleful tale of having been compelled to go ashore and said they could not get their clothes, which were at No. 204 Reed street. The captain asked the assistance of the police, and, accompanied by an officer, they secured their clothing without any trouble. The officer found that the crew had been pursuaded to leave the barge, and that after doing so they repented and pecided to go back.

The propeller D. Richmond left Thursday for Chicago to load. She has had her machinery thoroughly overhauled at Sheriff's and also received a new shaft.

The remodeled steambarge Huron City will be let into the water Wednesday of this week. More anon. J. A. S.

TOLEDO.

Special to the Marine Record.

The schooner John Magee was towed to Detroit Tuesday with 16,000 bushels of oats. This is a new deal.

The schooner M. J. Cummings has been here ten days and no show of a load of grain yet.

The Birckhead and Andrews have been doing a large amount of river towing lately.

The tug Ballentine of Huron came here last week to run opposition to the harbor tugs. She did well the first day, catching the Belle Hanscom and Wm. Home outside of Turtle Island bound for the coal schutes. When above the upper railroad bridge the Hanscom stopped and Home ran into her. Damage to both vessels about $250.

All the iron ore on the O. C, Dock has been shipped, but there is any amount of it at the Columbus,

The water has been very low lately and some of the deep draft vessels have had some trouble getting out. The Business was on about 36 hours and the R. Winslow about 24 hours.

The Wabash boats will run between here and Buffalo this year.

Captain Dovill's sand boat will be launched this week.

The report that vessels drawing over fourteen feet could not get out of Toledo is entirely false, as vessels drawing fourteen feet seven and eight have left here this spring and gone out without touching. Steamers can safely load to fourteen feet

ten inches aft and fourteen feet five or six forward. It is a good plan to leave steamers a little light forward so the tugs can get them around the corners. There is an appropriation of $5,000 to clean out the old channel which will be used for that purpose in the near future. C. O. D.

MANITOWOC.

Special to the Marine Record.

Burger has done considerable work during the past winter in building, rebuilding and repairing vessels as follows:

They have built the propeller Petosky for Seymour Bro., of Manistee, Mich., to run between Chicago and Harbor Springs on the Michigan shore, at the entire cost of $75,000; her length 170 feet keel, over all 185 feet, breadth 30 feet and 12 feet depth. The barge M. B Covell, for Campbell & Covell of Whitehall, Mich , to run between Whitehall and Chicago, at the entire cost of $30,000; keel 125 feet, over all 135 feet, breadth 26 feet, 9 feet hold. They have now on the stocks to be completed by July 1: a barge for Hart Bros., of Green Bay, to run between Green Bay, Manistique and Chicago; length 145 feet, beam 28 feet, hold 10½ feet; she will cost in the neighborhood of $40,000. Rebuilt the scow Felicitous, raised her three feet, new foremast and calked throughout at a cost of $6,000; put a false floor, new hatches and hatch combings, fore and mizzen boom to schooner Reed Case; schooner David Wagstaff new decks, hatches and hatch combings, nine new beams, cabin repaired, etc.; schooner Henry C. Richards new frames forward and aft, all new ceiling, bulwarks, mizzen boom and calked throughout. Since the opening of navigation they have had all they could attend to. Schooner Imperial to stop a leak, propeller City of Ludington loose wheel, tug Arctic, same, tug George Pankrantz, new wheel, schooner H. B. Moon recalking, schooner Jennie Mulling recalking, and new foremast, schooner Cuyahoga recalking and main top mast. B.

BUFFALO.

The Gogebic arrived Monday afternoon from Port Arthur with wheat loaded November 19. She wintered in McKay's Harbor on the north shore of Lake Superior, which she left May 13. It took her four days to get out of the ice.

The new steel steamer E. P. Wilbur, of the Lehigh Valley Line, light, from Cleveland, arrived Monday morning, making the run in fourteen hours. She makes a trial trip in the morning for the benefit of the Lehigh Valley officials.

The Wilber was built at the Globe Iron Works and is considered by experts to be the finest craft that ever entered this port.

A survey was held on schooner P. S. Marsh, which was struck in Detroit River by the steambarge Nahant a week ago. The result is not figured out. It will take about three days to make repairs.

The schooner L. A. Law came light from Port Huron for a coal cargo. She had been offered 1½c. on wheat. The Law received about $4,000 repairs there.

The first arrivals from Duluth were on Saturday, the propeller Kaliyuga, and the Spokane not far behind her. The first tow, the Swain with the Helvetia, is also in, and the propeller Mecosta. Captain Hutchinson, who sailed the Wheeler last year for the same owner, is in command of her. She brought down 69,000 bushels of wheat on a safe draft.

It will be new-boat day again today, says the Express, if all that are due here. The new Hudson sailed about five o'clock Monday evening and the Charles S. Parnell, with a jag of grain from Detroit, was due Monday. The P.P.Pratt, James Ash's new boat, was due from Cleveland, and the E. P. Wilbur, the Lehigh boat, arrived Tuesday, and the A. P. Wright, Captain Perew's new boat arrived Tuesday. Neither of the last two has had a load yet. The sightseers will be plenty. The new steamers are all large and of fine build.

BAY CITY.

Special to the Marine Record.

The elegant passenger and freight steamer Soo City built by Mr. Frank Wheeler for W. R. Owen of Chicago, was successfully launched on Saturday May 19th. This beautiful boat has been built for the Cheboygan Mackinaw & 'Soo' Line and no pains or expense has been spared in her construction to make her one of the finest lake craft ever built, she is a model of beauty combined with the best workmanship and is the pride of owners and builders. She is 170 feet keel, 28 feet beam, and thirteen feet depth of hold, her engines are steeple compound, built and put in by the well known firm of Sam'l F. Hodge & Co. of Detroit. Shecost $80,000.

On Thursday, May 24th. the new boat built at Wheeler's yard for the Gratwick Lumber Co., will be launched. She is 280 feet kee 40 feet beam, and 23 feet depth of hold, her machinery will be furnished by the Frontier Iron works of Detroit. Four new large vessels are in course of construction, three of which will be launched in July or August, for Wards Lake Superior line duplicate of the W. H. Stevens, they are 214 feet keel, 36 feet beam, and 15 feet depth of hold. The others are a steamer and schooner for Hawgood and Avery. The schooner is 230 ft keel, 37 feet beam, and 15 feet hold, and the steamer 240 feet keel, 40 feet beam, and 21 feet depth of hold. The machinery for the three last named steamers will be furnished by Sam'l F. Hodge and Co. of Detroit,

[We thank Captain W. R. Owen, manager of the Delta Transportation Co., for some of the well executed prints of the new passenger steamer "Soo City".—ED.]

PORT HURON.

The Steamer R.R. Rhodes arrived down minus her foremast. It was carried away on the up trip. She is having a new one put in at the Wolverine Dry Dock.

DETROIT.

Special to the Marine Record.

The steambarge John Craig was launched at Detroit Saturday. She was the largest boat ever launched in the Detroit river. Her dimensions are: Length of keel, 275 feet, length over all, 297 feet: beam 40½ feet, moulded depth, 24 feet. She is propelled by a triple expansion engine with cylinders 19, 30 and 54 inches bore, by 40 inches stroke, and her boilers are built to work at a pressure of 165 pounds to the square inch.

The western line steamer Hudson passed Buffalo breakwater Tuesday at 4:55 p. m. and the Tioga at 5:34. There is considerable rivalry between these lines. It was understood the Tioga would try to overhaul the Hudson before reaching Detroit. This she did, although the Hudson had much the heaviest cargo, and when passing here was listed considerably. The Tioga passed the United News association marine office, foot of First street, at 11:14; the Hudson at 12:03. The latter stopped here thirty-one minutes. The Tioga's time from Buffalo was 18 hours and 29 minutes.

The Craig is provided with a Providence steam windlass and capstan from the American Ship Windlass Co., and Williamson Bros. steam steerer. Messrs. Upson, Walton & Co. of Cleveland furnished the outfit complete, sails, rigging, etc.

Tuesday a. m. the propeller Lehigh, bound down, with flour and merchandise struck a rock at windmill point and stove a hole in her bottom; her pumps kept her quite free of water until the steamer Sappho with steam pumps went to her assistance During Tuesday afternoon the Sappho came in with a load of flour which she lightered from the cargo of the Lehigh. The damage will be light.

John Bloom & Co. are doing quite an extensive business in awnings and tent work at this time of the year. They have just finished a new suit of canvas for the schooner Tibbetts and are working on the sails for the new Dulac boat, now building at Mt. Clemens for the Tonawanda lumber company.

The yacht Louisa, being converted into a steam yacht at the yard of John Oades, is nearly completed; she is getting a double engine 6x8 and 8x8 from the Eagle Iron works and a 42 inch wheel with 5 feet lead from Russel.

During the past week the Riverside Iron works have made some repairs on the barge T. W. Snook, repaired the air pump of the steamer J. C. Pringle and furnished a new wheel for the steamer Canisteo. Last week Mr. Hodge received a letter from Messrs. Wolt & Davidson saying that the engines built by Mr. Hodge for the steamer Thomas Davidson were the best they had ever seen, and that they have more than equaled the expectation of the owners. The new steamer John Dempsy is now receiving her engines at Hodge's; they are fore and aft compound 19 and 36 by 30, with fire box boilers from Thomas McGregor & Sons.

The Frontier Iron and Brass works have since last fall completed the following engines, besides doing a great deal of repairing and fitting out for numerous other boats: one triple expansion 19x32 and 52x40, 900 horse power, for Frank Wheeler of Bay City; one triple expansion 20, 33 and 54x42, 1,000 horse power, for Davidson of Bay City; one steeple compound 24 and 46 by 36, 650 horse power, for the steamer Chas. Hebard; compounded the engines of the Justice Field, making them 24 and 42 by 36, a yacht engine for Ed. Henkel 8 and 15x10, 70 horse power; and for the steamer Alpena a new crank shaft. The following steamers have been fitted out and the necessary repairs made to put them in condition for the season: Gettysburg, Tecumseh, Missouri, Mary, Chenango, Stafford, Sweepstakes, Crusader, Justice Field and Alpena.

The new side wheel passenger steamer City of Detroit building at Wyandotte by the Detroit Dry Dock Co. for the Detroit and Cleveland steam navigation company is to be 299 feet over all, 40 feet 6 inches beam inside and 75 feet over her guards, depth amidship 16 feet, sheer 6 feet forward and 3 feet aft; she will be a duplicate of the well known City of Cleveland, except that owing to an increase of business they have decided to add fourteen feet to her length, 10 per cent. to passenger capacity and 7 per cent. to freight capacity; she will have the same build of cabin and will be furnished throughout as nearly as possible like the City of Cleveland, and is intended to run with her on the Detroit and Cleveland route.

HOPKINS.

ASHTABULA.

The propeller Corsica, sister ship to the Cambria, made the run down here from Detroit in eleven hours and a half. It is thought here that the Corsica could lead the Cambria in a race, but there is no danger of a trial at speed. The captains of the Mutual transportation company's boats have strict orders to not engage in a race under any circumstances.

The government estimate for the construction of a canal at Sault Ste. Marie of the depths of sixteen feet is $2,800,000. The work will not be commenced until next year.

MACKINAW CITY.

The Tioga passed here one hour and thirty five minutes ahead of the Hudson, having gained twent-five minutes on the latter from Detroit. The Tioga made the run from Detroit in about twenty-two hours and a half, and the Owego on her last trip made the run from Detroit in twenty-one hours and a half.

PORT ARTHUR.

A dispatch of the 20th says there is no change in the ice here, and there are some thirty vessels ten miles out unable to make port. A dozen passengers of the Canadian steamer Alberta started to walk in over the ice today. Several reached the shore after a perilous trip. The rest had to run back. The Alberta and Campana have large passenger lists. They have been outside a week and it is feared their provisions will run short.

The screw steamer Algonquin, recently launched by Napier, Shanks & Bell, Yonkers, was on Thursday taken out for trial over the admiralty measured mile at Shelmorlie. As previously reported, the vessel is 245 feet by 40 feet by 23 feet, specially designed with full lines for carrying a large dead weight of grain on limited draught, through the Canadian lakes. After being navigated to Montreal she is to pe cut in two for passage through the canal, and is put together again on Lake Ontario. The engines, of most improved and economical type, have been constructed by Dunsmuir & Jackson, Govan, and worked with great regularity. The vessels loaded attained on trial a mean speed of 9.9 knots, a result considered exceedingly satisfactory. The owner, Thomas Marks of this city in proposing success to the buiders and engineers expressed himself as highly pleased with the vessel's carrying capacity, and more than satisfied with her speed, H. M. Napier in replying, stated that she carried eighty tons more than stipulated, and steamed a knot faster than had been promised. Mr. Jackson mentioned that the horse-power was 1,350, being 150 more than specified. Mr. Robson, responding for Lloyds. congratulated the owner on posessing a vessel and machinery both considerably in excess of their, Lloyd's requirements The Algonquin has left for Montreal, and is expected to be ready for service on the lake by the end of May.

Navigation at this point is open at last, and the fleet of twenty-one vessels with 24,000 tons of coal which has been lying in the ice in Thunder Bay for a week came in today. They were the United Empire, Alberta, Campana, Bulgaria, Tilley, and three consorts, Dominion, and two consorts, James Walker and three consorts, W. H. Hall and Celtic and two consorts. The United Empire, which is entitled to the credit of ending the long blockade, tore her sheathing badly in forcing the passage. The keeper of the lighthouse on Victoria Island came near starving to death before food reached him today.

OWEN SOUND.

The steambarge Georgian was loaded at Huron last week by the agent of the Beaver Run Coal company of Cleveland. Her cargo was destined for Owen Sound and she left Huron for the latter port a week ago Thursday. During the day Friday a message was received from Owen Sound saying, "Georgian a total loss foundered in ice off Cape Rich Wednesday morning." The following message from Owen Sound confirms the first telegram and gives additional details:—

The steambarge Georgian was lost Wednesday night. No lives were lost. She got fast in the ice, which stove her in and sank her almost immediately. The crew got aboard her consort, Gold Hunter. She now lies in fifty fathoms of water off Cape Rich, about twenty-five miles from here. She was classed A 2½, valued at $8,000, and was insured for the full amount. Her cargo of coal is fully insured. She is owned by Captain A. Thompson, who sailed her.

As the steamer Pacific was two miles out of Killarney on her usual weekly trip, from the Sault she met the Atlantic on her return trip, and after they had passed she noticed the Atlantic stop and lower a boat and pick up a fishing smack with two drowned men lashed to the fore-mast and bowsprit, which were above water.

DULUTH.

The entire Inman line of tugs has been changed to hail from Duluth instead of Port Huron, adding six boats to the Duluth fleet.

Buffalo clearings for Duluth Wednesday were numerous as the following list will show, Steamships Veronica, 1,450 tons coal; Sitka, 2,000 tons coal; W. T. Barnum, 1,200 tons coal; Nyack, mdse; W. H. Gratwick, 1,650 tons coal; Aurora, coal; Empire State, mdse; W. H. Gratwick, 1,650 tons coal; schooners David Dows, light; Negaunee, 1,200 tons coal; propeller George T. Hope, 2,000 tons coal. Total of coal shipments for the day, 9,500 tons.

Wheat freights from Duluth are dull at 3½ cents. Shippers seem to have engaged all the tonnage they want already, though an active demand is expected for June delivery.

The steamer Ossifrage has returned from her attempt to reach Port Arthur. She found solid ice extending eight to twelve miles in front of that place. She reports the following vessels hard in the solid ice about twelve miles out: Alberta, Campana, United Empire, Sir S. L. Tilly and three schooners, Dominion and two schooners, W. B. Hall, Bulgaria, Celtic and two schooners. All these vessels are well supplied with provisions. The United Empire had been six days in the position in which she was found. When passing Victoria Island, light, the keeper, accompanied by his dogs, ran out on the ice, the animals reaching close to the Ossifrage, and howling dismally. Signs of distress were made by the lightkeeper and it was found he was totally out of provisions. Captain Inman supplied his wants and proceeded. A transfer of passengers between the Ossifrage and United Empire was effected and the former returned to Duluth this morning. There is not much show for the delayed fleet reaching Port Arthur for some time unless a favorable wind starts the ice.

The last week the wheat shipments from Duluth were the largest in the history of the place, and it will probably be the banner week of the year. Beginning Tuesday the elevators were kept busy, and nearly one-fifth of all the wheat in store was loaded out. The total weeks shipments amounted to 1,736,856 bushel. This week's shipments will also be large, but will fall far short of last week's.

The large steamship Smith Moore will be the first vessel to load ore at Two Harbors. She goes there for 1,500 tons.

Rates are 3 cents to Buffalo, 5 cents to Kingston, and 3 cents for spot wheat to 4 cents for grain to arrive, Erie canal to New York city.

The monster wooden steamship Aurora made her first trip to Duluth with the two largest schooners in the world in tow, the Adams and Dows. The three vessels had a combined cargo of 7 000 tons of coal for the Ohio company, and came up at a rate of about 10½ miles per hour. The Aurora has a Cleveland Ship-building Co's triple expansion engine.

All west bound freight for the Omaha road via the Transit line from Buffalo and the east is now handled at Duluth instead of Washburn, as formerly. This is quite a saving of time for the vessels and will make a tremendous difference in the amount of such freight handled here. All flour shipped east via the Omaha still goes to Washburn for the simple and sole reason that the company's docks here are not large enough to handle both traffics.

Captain John Lowe, of the barge Kaliyuga, told Captain Alec McDougall that when he was approaching Superior entry, working his way slowly through the ice, he saw something upon the surface of the ice about one thousand feet from his ship. Upon examination with a powerful marine glass this something turned out to be the body of a man, apparently frozen stiff. The body was in a sitting posture, with the head, covered by a heavy fur cap, hanging down resting on the hands of the corps. To all appearances it looked as if some unfortunate had been overtaken by a severe storm during the winter and had succumbed to the cold.

MANISTIQUE.

The Sun says that Hart Brothers have now in stocks a new steam barge, which will be in finished state, and launched about July 1st. Her length over all will be 153 feet, beam, 29 feet depths 10 feet 6 inches and she will carry about 400,000 feet of lumber. Her engine will be 24 by 26, and her boiler 8 by 14. She will have a rating of A1 and will be commanded by Captain Sawyer, ormerly of the schooner Richard Mott. Captain Sawyer is a veteran mariner, and is well and favorably nown on the chain of lakes. The cabin of the new large will be modeled similar to that on the Canisteo, and will be fitted up commodiously and uxuriously. This boat will be put on the route between Manistique and Chicago, and will make regular trips carrying lumber and other rough freight. Of coure her success is assured from the start; it could not be otherwise with two such enterprising gentlemen as the Messr. Hart to push her.

CHEBOYGAN.

The schooner A. P. Nichols, which was aground at the entrance of the "Soo" river was released Monday night by Grummond's wrecker, the Leviathan, without any injury.

SAULT STE. MARIE.

Ice is solid in the vicinity of Port Arthur. The barge Mentor went hard aground on Frying Pan Island. The Pacific is the first up, north shore arrival. The propeller Wallalula broke her wheel and is disabled one mile above the Neebish in deep channel. Captains are cautioned The S F. Hodge and W. H. Stevens, first boats down arrived 7:15 last Thursday and report ice clear.

The steambarge India has been hard aground and two feet out at the flats below here since last night. Assistance has been sent to her.

The first two boats from Duluth, the Swain and Helvetia, passed down this morning.

The north shore of Lake Superior remains solid. A large number of vessels are endeavoring to force a passage.

The barge City of Montreal went aground at Churche's Landing. Her rudder is broken, and the tug Seymour will tow her to the dry dock.

A large sheet of ice blocked the river above Point Iroquois, and twenty-five vessels are endeavoring to force a passage with little success. A heavy fog has prevailed for the past twenty four hours. The ice on the north shore of Lake Superior is very solid. The International swing bridge is a success, and does not interfere with navigation in the least. The barge Warner is filled with water.

OSWEGO.

The schooner William Elgin sprung a leak Saturday afternoon, when about sixteen miles out from Oswego, and sunk. She was loaded with 300 tons of coal from Oswego, consigned to the Rathbun company, Belleville. There is no insurance on the vessel. The crew was picked up by the Ocean Wave and landed at Indian Point. The William Elgin was built at Deseronto in 1871 and was owned by Captain James Savage. She was valued at about $3,000.

MILWAUKEE.

When just inside the harbor piers Sunday morning the propeller Clarion took a sheer and went crushing through the side of the schooner Monguagon, the latter going to the bottom with her full coal cargo. The crew saved none of their effects. The Anchor Line will pay all expenses, as the Clarion is acknowledged to have been at fault.

NOTICE TO MARINE MEN.

LATE official charts, showing the straight channel, now being dredged, and soundings in bay and river are for sale by

GEO. E. HARDY, Marine Collector,
207 Madison street, Toledo, Ohio.
Price 50 cents by mail.

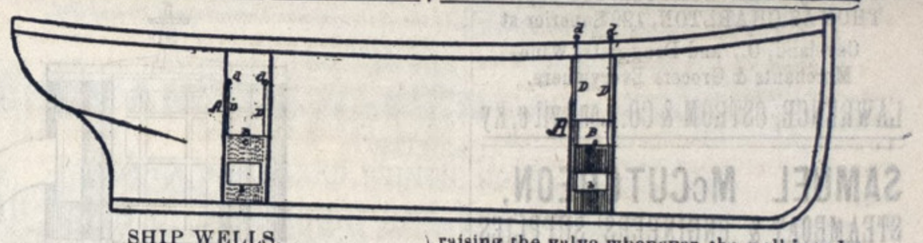
WANTED a small passenger steamer, capacity 50 to 75 passengers; also small tug not to draw over 3½ to 4 feet of water. State lowest prices

SHAW TRANSFER CO.,
East Saginaw, Mich.

FOR SALE

CHEAP.—The hull, engines, boiler and outfit of the burned tug Paddy Murphy, as she lies in Dover Bay. Two H. P engines, 17 square and boiler 14x6½ and were first-class in every respect. Call or address

WARNER & BECKER,
Room 10, Arcade Building, St. Clair St.,
Cleveland, Ohio.



SHIP WELLS.

Joseph Moffett, of Cleveland, Ohio, has received patent for ship wells, which will prove of great utility on all vessels. The specification form part of letters patent No. 381,943, dated May 1, 1888. The application filed February 20, 1888. Serial No. 264,595. (No model.)

To all whom it may concern:

Be it known that I, Joseph Moffett, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and state of Ohio, have invented certain new and useful improvements in ships, of which the following is a specification.

This invention relates to ships, and has for its object to provide a quick and ready means of getting down into the hold of loaded ships with a suction hose of a pump for pumping out the water which may, by reason of accident, as collisions, spring aleak, or otherwise, get into the hold.

It consists in providing reserve wells in the ship, reaching from the deck down into the bottom of the hull, into which the suction hose of a pump may be inserted and draw the water from the bottom, the water in the hold having access to the wells, thereby greatly facilitating the labor and reducing the expense of removing water from loaded ships without removing or disturbing the cargo. To accomplish such results I construct and attach to ships wells or communicating tubes from the deck down into the hold, substantially as shown in the accompanying drawings, in which—

The figure is a longitudinal section of the hull of a ship, showing the location and arrangement of the said wells therewith.

A in the several figures represents a a casing or tubing reaching from the deck *a* to the bottom of the hold of a ship, forming a well or vertical chamber. In the lower part of said casings are made vetical slots *b*, extending from the bottom upward about two feet above the said slots. A second row of similar slots *c* are also made about two feet above the said slots *b* These slots are two inches wide and one inch apart, the bars forming a grating through which water may pass into the well. Within the casing is provided a valve, B, consisting of a box open at each end and fitted to slide snugly in the lower end of the casing It is designed to close the slots on the inside of the casing A, and is made long enough to cover both rows of slots *b* and *c*. At the middle part of said valve are made openings in the sides, the purpose of which will hereinafter appear. To the top of said box B are attached rods D D, having eyes or loops *d* on their upper ends. The rods are designed to be used for raising the valve whenever the well is to be used, and hold it up for uncovering the slots, 8, to freely admit water into the well. The lower ends of the slots are beveled downward to prevent the lodgment of grain or other matter which comprises the cargo of the ship.

There may be made a hole in the deck over the well, which may be closed with a suitable cover, or there may be scribed a ring in the top surface of the deck to indicate the location of the well underneath. Then, when necessary for use, a hole may be cut through the deck for the insertion of the pump suction hose.

From the foregoing it will be seen that the ship having these wells may be loaded with the cargo completely surrounding the well, and then in case of emergency will be provided with a ready means of withdrawing the water from the midst of the cargo without having to remove or disturb it, the operation of which is as follows:

When required to withdraw the water from the hold, an entrance through the deck is made by cutting a hole or removal of a cover, as before stated. Then the valve is raised by the rods and secured in that position by running a rod or bar through the loops or eyes above the deck. This opens all the slots and gives ready ingress of water to the well. Now the suction hose of a pump may be inserted through the deck and passed down to the very bottom of the hull and the water pumped out.

The casing and valve shown in the drawings are designed to be made of heavy wood plank, in which case the well is made with square sides. By making them of metal they may be made cylindrical; but they should be strong enough to withstand hard blows or usage without injury.

Having described my invention, what claim is—

The improvement in ships, consisting in the combination of the casing A, secured between the deck and the bottom of the hold, said casing having the slotted or grated opening *b c* in its sides at and near the bottom, and provided with the valve B, playing inside of the casing, for closing the said slots when down, and having the middle openings, whereby when raised by the rods D free openings are made through the slots or gratings, communicating with the interior of the wells, substantially as described, and for the purpose specified. JOSEPH MOFFETT.

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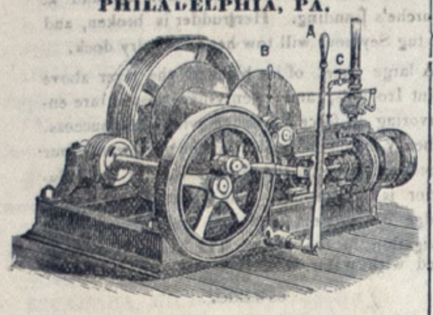

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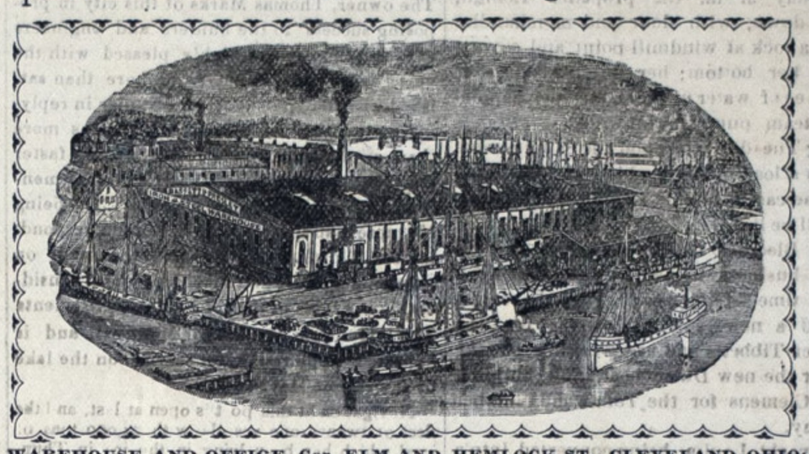

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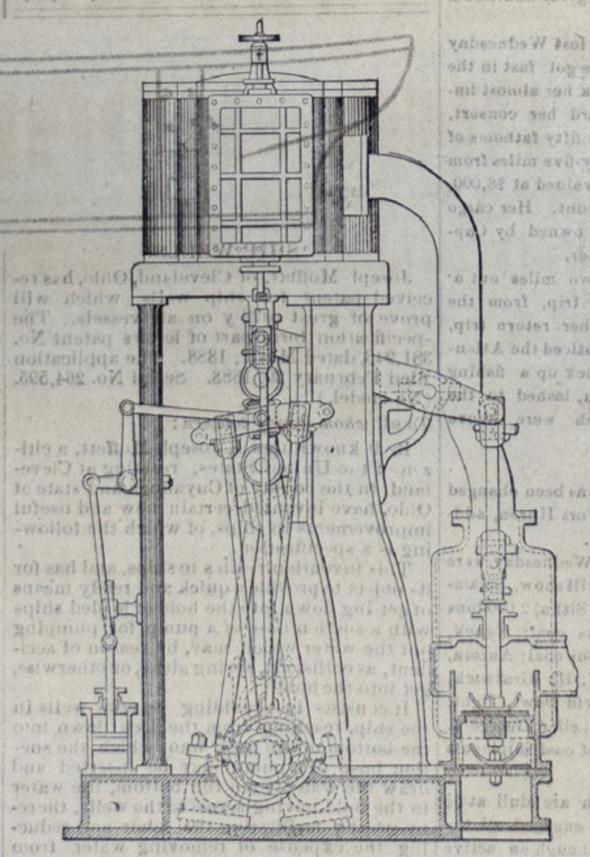

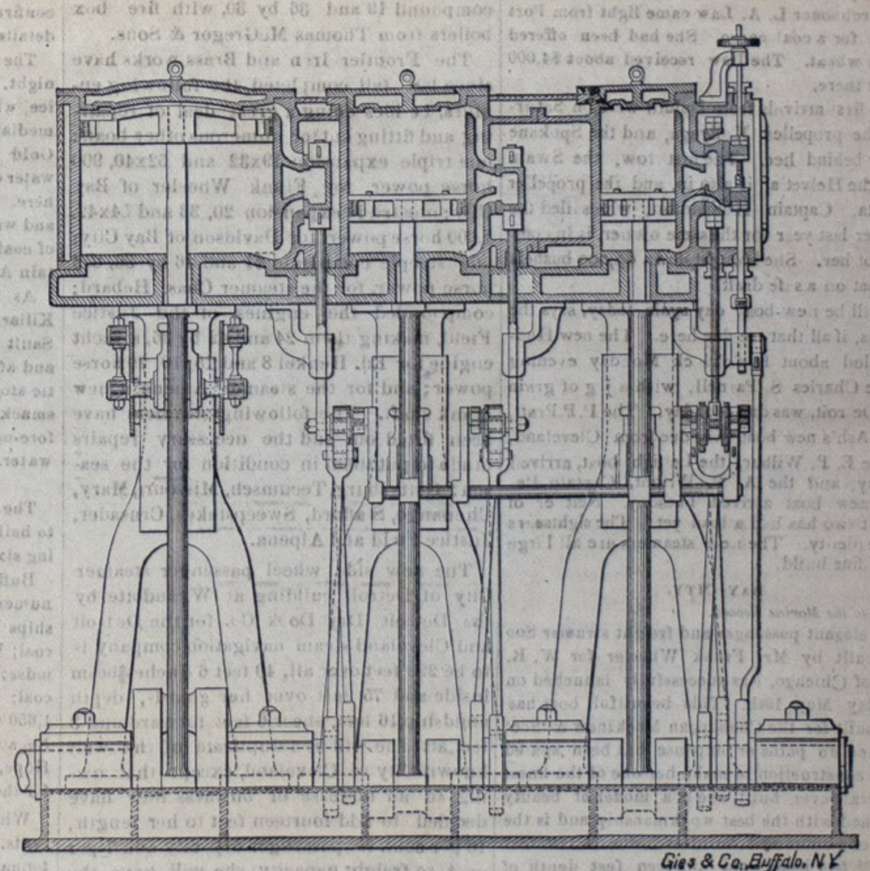

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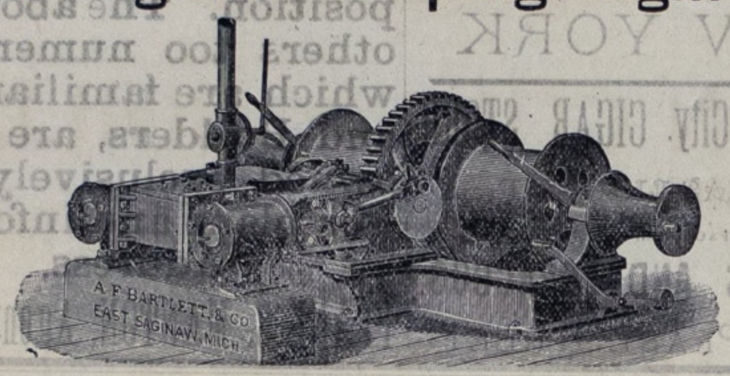

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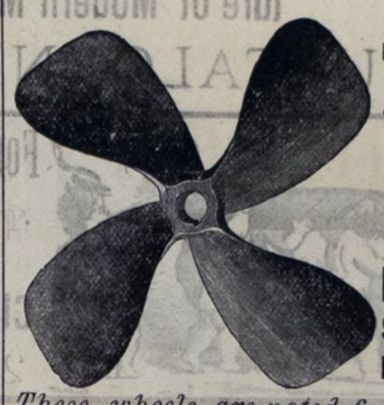

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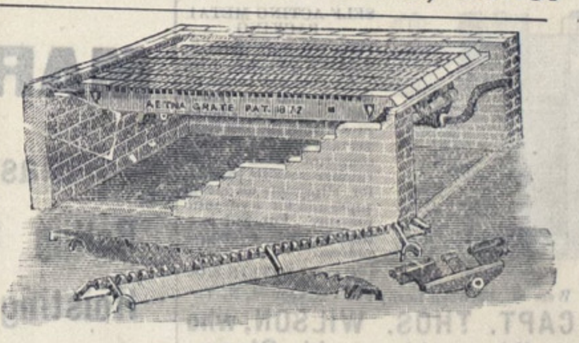

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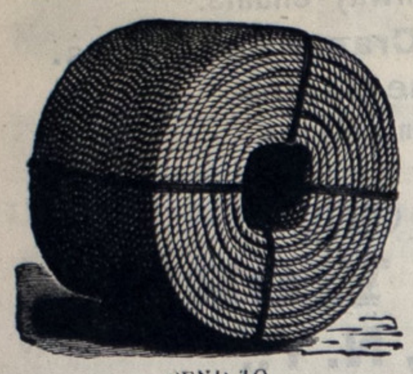

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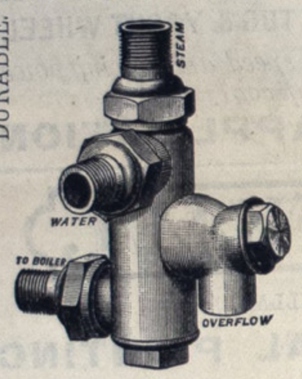

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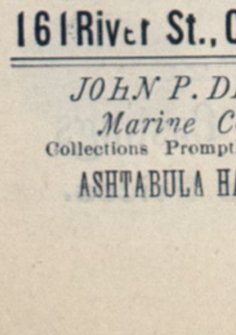

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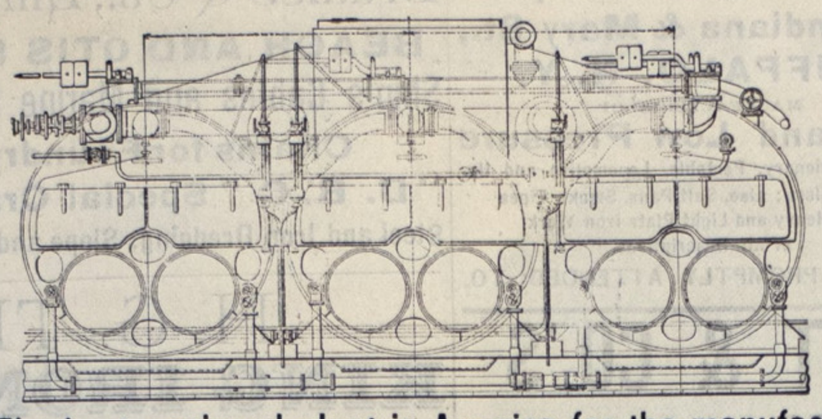

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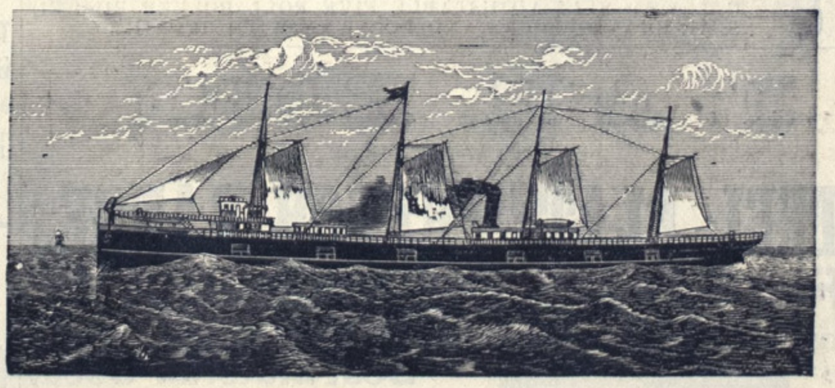

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